
**JOINT MEETING -TRANSPORTATION CONFORMITY WORKING GROUP/
MODELING TASK FORCE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**May 22, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP & THE MODELING TASK FORCE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Joint Meeting of the Transportation Conformity Working Group and the Modeling Task Force was held at the SCAG office in Los Angeles.

In Attendance:

Alameida, Stacy	Metro
Asuncion, John	SCAG
Bane, Gerard	Caltrans
Buat, Srin	ITERIS
Chen, Jimmy	Irvine
Chu, Chaushie	Metro
Del Rosario, Sheryll	SCAG
Do, Duyef	Caltrans District 12
Farley, Robert	Metro
Gao, Song	Caliper
Golo, Song	Caliper
Haagen, Tony Van	Caltrans
Harda, Firong	Caltrans District 12
Higgins, Kathryn	SCAQMD
Hong, Wesley	SCAG
Hsiao, Kathy	SCAQMD
Hu, Hsi-hwa	SCAG
Hu, Mengzhao	PB
Huddleston, Lori	Metro
Humewik, Ed	Caltrans District 7
Kulkarni, Anup	OCTA
Labutdzki, Mike	City of Burbank
Lam, Jim	Caliper
Lay, Keith	LSA Associates
Lum, Pena	Metro
Mann, Betty	SCAG
McKinstry, Dawn	PB

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McAllister, Brad	Metro
Morrissey, Sam	Wilbur Smith & Assoc.
Morgnen, Carlos	Morgnen C/R
Nadler, Jonathan	SCAG
Schuiling, Ty	SANBAG
Sells, Eyvonne	AQMD
Shavit, Avital	Metro
Sherwood, Arnie	ITS UC Berkley/SCAG
Smolke, Brian	OCTA
Tu, James	Metro
Wang, Ying	OCTA
Worthington, Lisa	Long Beach Transit
Xu, Yan	Metro

Via Teleconference:

Brady, Mike	Caltrans
Calvillo, Tony	Caltrans District 8
Chandan, Meenu	Caltrans District 8
Fagan, Paul	Caltrans District 8
Gonzalez, Christopher	Caltrans District 8
Johnson, Sandy	Caltrans District 11
Louka, Tony	Caltrans District 8
Maisoon, Afaneh	Caltrans District 8
Mazur, Jean	FHWA
Modrek, Laleh	Caltrans District 8
Noch, Michelle	FHWA
Odufalu, Olufemi	Caltrans District 8
O'Connor, Karina	US EPA
Panganiban, Rodrigo	Caltrans District 8
Robles, Felipe	Caltrans District 8
Rubio, Armand	Caltrans District 8
Sawalha, Ziad	Caltrans District 8
Wade, Dennis	ARB

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1.0 CALL TO ORDER

Brad McAllister, Chair, called the meeting to order at 9:37 a.m.

2.0 PUBLIC COMMENT PERIOD

There was no comment

3.0 CONSENT CALENDAR

3.1 Approval Item

3.1 MTF March 28, 2007 Meeting Minutes

3.2 TCWG April 24, 2007 Meeting Minutes

A MOTION to MOVE the minutes. MOTION was SECONDED and UNANIMOUSLY approved.

4.0 INFORMATION ITEMS

4.1 Activity-Based Travel Demand Model

Dr. Kostas Goulias, UC Santa Barbara, updated the committee on the Activity-Based Travel Demand Model. The Model is a replacement of the previous four step model. The purpose of this study is to develop a transitioning multi-phased approach for a new travel demand forecasting model. The envisioned model takes advantage of the state of the practice in activity-based approaches and lays the foundation for the development of a stream of future model improvements that are more behaviorally realistic and credible, flexible in their improvement, provide answers to a variety of policy questions at multiple geographical and social scales, and can take advantage of new technologies and methods as they emerge.

Dr. Goulias discussed how the model could be implemented in five phases:

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Phase 1: Develop a Pilot Model for the Los Angeles County.

Task 1: Create a model based on the daily tour paradigm - pilot 1

Task 2: Create a model based on the household synthetic schedule - pilot 2

Phase 2: Expand the Phase 1 Model to the Entire SCAG region and build interfaces with other travel model components such as long distance and airport travel, heavy vehicles, service vehicles and so forth.

Phase 3: Perform an Internal and External Model Review, Validation, Redesign any Failing Components and Compare to the Four-step Model.

Phase 4: Design a new Household Survey for a New Activity-Based Model.

Phase 5: Implement the Final Activity-Based Model(s)

The ultimate objective of the envisioned multi-phased implementation is to achieve a living map in GIS that contains models simulating every person, household, establishment, and network components (transit and highway) in the SCAG region to predict all policy relevant variables for transportation decision making and related policies such as housing and urban development.

4.2 Travel Demand Model Validation Report

Deng Bang Lee, SCAG, and Jim Lam, Caliper, reported on the 2003 Travel Demand model Validation Report. This report documents the results of the Year 2003 Model Validation process for SCAG's Regional Transportation Model. Model validation is defined as the process by which base year model results are compared to "known" sources of data, such as traffic counts and transit ridership data. SCAG performs a validation of its transportation model at the beginning of every planning cycle for the Southern California Region. A planning cycle is typically three years, corresponding to the update of the Regional Transportation Plan (RTP). The "base year" for the current planning period is Year 2003, and Year 2035 is the "forecast year". Model validation is a regular and essential modeling process that supports development of the RTP, the Regional Transportation

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Improvement Program (RTIP), and the Air Quality Management Plan (AQMP).

SCAG's new Regional Transportation Travel Demand model was used for the 2003 model validation, and will be applied during the analysis and evaluation of the RTP. The general objective of the Year 2003 Model Validation effort was to analyze the performance of the Regional Transportation Model compared to independent sources of travel data, such as traffic counts (ground counts taken along regional highways within the Region), transit ridership data, and vehicle miles traveled estimates.

Mr. Lee described the technical approach of the model. The Year 2003 Model Validation process ensures that the Regional Transportation Model accurately predicts traffic volumes and transit usage in the Year 2003. To assure a successful model validation, two key practices were followed:

- (1) The most recent socioeconomic input data (including residential population, group quarters population, occupied housing units, workers, median household income, and employment by type).
- (2) The application of three measures:
 - Application of the same procedures to develop key Year 2003 model input parameters (such as auto operating, transit fare, and zonal parking costs), as had been used when the models were originally calibrated (or adjusted to reflect known data).
 - Utilize the same (or reasonably consistent) street, highway, and transit network coding conventions for the Year 2003 model networks (especially the transit network) as had been used previously.
 - Utilize modeling techniques and coding conventions that follow standard and accepted professional modeling practice.

Mr. Lee provided highlights of the new Regional Transportation Travel Demand model. The new features include:

- Trip-Based Convergence Model
- Coverage of the entire SCAG region
- Integrated highway and transit networks on GIS Geography

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- Developed on PC TransCAD software
- Updated major model components
- Calibrated to Year 2000 Travel Behavior
- Validated to Year 2003 Travel Statistics

Mr. Lam then described how to use the new TransCAD software. The model is run as an add-in within trans-CAD. Mr. Lam gave a brief description on how to use the model and its various features.

Additionally, Mr. Lee provided an overview of the model validation findings, which is discussed below.

Trip Generation

The first step in the modeling process is to generate person trips by TAZ. Results of the trip generation model indicate that 58,089,196 person trips were generated on a typical Year 2003 weekday within the Regional modeling area. It should be noted that the modeling area was expanded to include the urbanizing areas within the Region's mountain and desert areas. Results indicated that 11,249,349 or 19.4 percent of total daily trips in Year 2003 were home-based work trips.

Trip Distribution

Before the trips can be distributed between zones, highway and transit networks must be developed. The results of the trip distribution model indicate that about 89.8 percent of the Year 2003 home-work trips generated in Los Angeles County had destinations within the County. Orange County retained approximately 79.6 percent of its Year 2003 estimated home-work trips. Ventura County retained about 74.3 percent of its home-work trips. San Bernardino County's estimated intra-county work trip percentage was 62.2 percent, while Riverside County's intra-county home-work trip percentage was 68.6.

Mode Choice

The procedures applied to estimate mode split produced 452,101 daily home-work transit trips in the expanded modeling area for Year 2003. The remaining (non-transit) home-work person trips were estimated at 10,290,896 vehicle trips. These trips were grouped considering vehicle

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occupancy, resulting in: 8,355,454 drive alone vehicle trips, 1,330,223 two-person vehicle trips, and 605,219 vehicle trips with three or more persons. Total weekday transit ridership in Year 2003 was estimated at 924,523. Total daily vehicle trips in Year 2003 resulted an average vehicle occupancy of 1.89. The daily home-to-work average vehicle occupancy is 1.27.

Trip Assignment

Once the highway trips were assigned to the network, the estimates were validated by comparing Average Weekday Traffic (AWT) volumes predicted by the Model, to "observed" traffic counts along the twenty three regional screenlines. Screenlines are defined as imaginary lines that cross one or more freeways and/or major streets that are parallel to one another. Results of the trip assignment process indicated there were 371,973,000 Vehicle Miles of Travel (VMT) on an average weekday in Year 2003 by light and medium duty vehicles (passenger cars, pick-ups, single unit trucks, and recreational vehicles). In addition, the Heavy-Duty Truck Model estimated 29,524,000 daily vehicle miles of travel by heavy-duty trucks within the Region. The heavy-duty truck volumes represent about 7.4 percent of the total regional vehicle mile traveled.

4.3 Review of Qualitative PM Hot Spot Analysis

Keith Lay, LSA Associates, discussed the Mission Boulevard Widening project. The City of Ontario proposes to widen an approximately 2.15-mile segment of Mission Boulevard from four to six lanes (one additional lane in each direction) between Archibald Avenue and Haven Avenue. The project is located directly south of Ontario International Airport. The proposed project would increase the capacity and truck volume of Mission Boulevard, but does not exceed 10,000 vehicles annual average daily traffic (AADT) for truck volumes. In addition, this is located in an entirely commercial/industrial area and not in the vicinity of an sensitive land uses.

The TCWG recommended that a more detailed analysis be performed due to the large number of trucks that pass through the intersection. Caltrans and EPA requested the document to be revised to state that re-entrained PM2.5 and PM10 is a required part of the analysis. The TCWG also decided that

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the project would be acceptable for NEPA review after the Working Group's suggested changes are made. Final determination is pending.

4.4 Review of PM Hot Spot Interagency Review Forms

The TCWG considered three interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM Hot Spot analysis. The review concluded the following:

LA0D77: Not a POAQC – Hot Spot Analysis not required

LA0D332: Pending - Project diagram requested from Caltrans, FHWA, and EPA.

LAE0688: Not a POAQC – Hot Spot Analysis not required

4.5 I-15 Truck Climbing Lane Project

Dr. Paul Fagan, Caltrans District 8, requested that the TCWG confirm this truck climbing lane extension is "exempt" from SCAG's regional emissions modeling and analysis under the 40 CFR 93.126 Exempt Projects Table 2 "Truck climbing lanes outside urbanized areas" category. The I-15 Truck Climbing Lane project proposes to extend the southbound truck climbing lane on I-15 in the southbound direction from 0.5 mi north of Afton Canyon Road (PM R112.0) to 0.2 mi north of Bird Ditch Wash Bridge (PM R116.0) in San Bernardino County. It is located 34.18 miles northeast of the City of Barstow and approximately 19.88 miles southwest of the community of Baker. The lane will not increase capacity at all but it is designed to increase the speed of vehicles other than trucks. The project was unanimously confirmed as exempt.

4.6 South Coast CO Redesignation

Mike Brady, Caltrans, discussed the South Coast CO Redesignation. EPA has granted a request submitted by the State to redesignate the South Coast from nonattainment to attainment for the CO National Ambient Air Quality Standards (NAAQS). EPA also approved a state implementation plan (SIP)

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revision for the South Coast nonattainment area in California as meeting the Clean Air Act (CAA) requirements for maintenance plans for carbon monoxide (CO).

Mr. Brady also announced that there will be a meeting with the ARB this afternoon to discuss the modeling progress. He stated that it is doubtful that the district will be able to take the plan to its Board in July. Because the Board does not meet in August, the District is looking to September to adopt and submit to the ARB.

4.7 RTP Update

Naresh Amatya, SCAG, provided the RTP update. A Draft Amendment No. 3 to the 2004 RTP was released for a 30-day public review and comments by the Executive Committee on May 3. The comment period will close on June 4, 2007. The Final Amendment No. 3 will be forwarded to the appropriate federal agencies for certification upon adoption by the regional council. The federal agencies have until July 1, 2007 to certify this amendment.

4.8 RTIP Update

John Asuncion, SCAG, presented on several items:

- Amendment #7 – This has been approved.
- Amendment #6 and #8 – These are currently in public review.
- RTIP Database - There will be small amendments to test the new RTIP database.
- RTIP Amendments - There will be another RTIP amendment, however, the next deadline is yet to be determined.
- RTIP Public Participation Plan - The Public Participation Plan for the RTIP is currently being amended.
- 2008 RTIP Guidelines – Currently in development, timeline is TCC to release the draft 2008 RTIP Guidelines in July; TCC recommends RC approval and RC approval in September. Comments from TCWG are due Friday, May 25, noon.

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4.9 AQMP Update

Jonathan Nadler, SCAG, provided an update on the South Coast AQMP. Mr. Nadler provided context for the update by explaining that during the entire duration of the plan development, there have been two persistent items as part of the discussions: 1) the significant adverse health impacts, especially with respect to PM2.5 exposure, and 2) the disagreement between the ARB and the SCAQMD relative technical aspects of the PM2.5 attainment demonstration. The SCAQMD and the ARB disagree over how many tons per day of NOx need to be reduced to demonstrate attainment of the PM2.5 standard by 2014.

The Regional Council considered and approved SCAG's portion of the South Coast AQMP (i.e., Appendix IV-C) on May 3, 2007. As part of the adoption resolution, the Regional Council requested that the state and federal governments recognize the air quality-related health crisis in the South Coast Air Basin, especially due to goods movement sources, and sought expedited actions, approvals, funding, etc. to address the crisis.

Appendix IV-C included emission reduction estimates for the two goods movement control measures discussed in previous versions of the document: 1) a high-speed transport system for moving containers from the ports to other parts of the region, and 2) truck only lanes. There have been executive level discussions among SCAG, ARB, and SCAQMD regarding the need for ARB backstopping the reductions associated with these measures. At this time the discussions are still ongoing.

Chair McAllister stated that SCAG is required by law to consult with the transportation agencies through the RTAC (AB 1246) as well as the TCWG on measures such as these. The concern is that while SCAG has been working with the SCAQMD and the ARB, there is no agreement as to who is responsible for the emission reductions even though the SCAQMD will shortly be acting on the AQMP that contains the two measures.

Hasan Ikhmeta, SCAG, stated that the measures were discussed at the Commissions' EO meetings and that SCAG never assumed that the

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measures would be funded by public monies. Chair McAllister responded that they were not discussed with an appropriate the level of detail because he and his colleagues were not aware of what was being proposed. Mr. Nadler reminded the TCWG the measures have been discussed at the TCWG and other forums, and that an e-mail was sent to the TCWG on April 29th that further discussed the measures and other pertinent information relative to the air plan.

Chair McAllister inquired as to what will happen if the measures are approved as part of the AQMP on June 1st but ARB ultimately chooses not to backstop the emission reductions. Mr. Ikhrata responded that AQMD is going to submit the measures to the State with the condition that ARB back-stop the two measures. If ARB does not agree, and thus far they have indicated they will not, then it becomes the transportation community's responsibility to take action. Mr. Nadler sought to present further context to the situation by explaining again that the dispute between SCAQMD and ARB is relative to the additional 74 tons per day NOx emission reductions that the SCAQMD is suggesting the ARB take responsibility for. SCAG's proposed measures represent only a portion of the emission reduction responsibility that is in dispute.

Mr. Schuling responded that from a policy stand point and a public perception stand point, the region can make a legitimate case that the State and Federal agencies are the ones who have failed to meet their commitments to regulate the sources under their jurisdiction that are contributing to the problem. By inserting the two goods movement control measures into the AQMP, we appear to be saying that the region is capable of doing more and we will take on the responsibility that legitimately belongs to the State and Federal agencies. If the region had some very cost effective measures to actually achieve these kinds of emission reductions, perhaps a legitimate arguments could be made, but we do not.

Mr. Ikhrata responded that he agreed that the State and Federal government should take on their responsibility but that would not be accomplished unless the region puts pressure on them. Mr. Schuiling responded that we should not put measures like this forward, but rather make the argument that the region's international freight gateway is essential to the national

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economy. The State and Federal agencies need to understand that if that assumed throughput increases are to be realized, they have to step up to regulate the diesel emissions that are produced by the ships, trains, and trucks which are the principal contributors to the problem. These concerns are why we have worked on putting together the Partnership of stakeholders.

Mr. Ikhrata agreed that the Partnership is one vehicle to move the discourse forward, but he felt putting the pressure on the State and Federal government with the measures is appropriate. He pointed out that the region's agencies had been talking about how the State and Federal agencies are not doing their part for over ten years.

The TCWG agreed that this discussion needs to be continued in a number of forums such that the issues associated with the two goods movement control measures are satisfactorily resolved.

Eyvonne Sells, SCAQMD, contributed administrative information in terms of the AQMP process. The SCAQMD Governing Board will consider the AQMP at its June 1st Public Hearing. The revised document will be out sometime this week. The socio-economic and CEQA information will be available next week. The comment period is closed but, in light of the conversations that have been taking place over the last few days, there may be additional opportunities to provide comments.

5.0 CHAIR'S REPORT

No new items to report.

6.0 INFORMATION SHARING

Eyvonne Sells, SCAQMD, stated that the Statewide Conformity Working Group will be held at the SCAQMD Headquarters tomorrow and she can be contacted for further information and logistics.

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7.0 ADJOURNMENT

Brad McAllister, Chair, adjourned the meeting at 12:35 p.m.

The next meeting of the Modeling Task Force will be on Wednesday, July 25, 2007 at the SCAG office in downtown Los Angeles.

The next Transportation Conformity Working Group meeting will be held on Tuesday, June 26, 2007 at the SCAG office in Los Angeles.